

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
 EOE No.: 13002
 MEPA Analyst: Bill GAGE
 Phone: 617-626-1025

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Jefferson at Dedham		
Street: Enterprise Drive/Rustcraft Road		
Municipality: Dedham	Watershed: Charles River	
Universal Transverse Mercator Coordinates:	Latitude: 42° 13' 48" N Longitude: 71° 10' 30" W	
Estimated commencement date: Fall 2003	Estimated completion date: 2004	
Approximate cost: \$42 million	Status of project design: 30% complete	
Proponent: JPI Apartment Development, L.P.		
Street: 144 Turnpike Road, Suite 230		
Municipality: Southborough	State: MA	Zip Code: 01772
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Carole Schlessinger		
Firm/Agency: Wallace Floyd Design Group	Street: 273 Summer Street	
Municipality: Boston	State: MA	Zip Code: 02210
Phone: 617/ 350-7400	Fax: 617/ 350-0051	E-mail: cschlessinger@wallacefloyd.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301 CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): none

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals: Comprehensive Permit (Dedham Zoning Board of Appeals), Water Connection Permit (Dedham-Westwood Water District), Sewer Connection Permit (Dedham Board of Sewer Commissioners), coverage under Federal NPDES Stormwater Construction General Permit (US EPA)

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|------------------------------------------|---------------------------------------|----------------------------------------------------------------|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input checked="" type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i>
Total site acreage	11.65			
New acres of land altered		9.39		
Acres of impervious area	0	5.95	5.95	
Square feet of new bordering vegetated wetlands alteration		3,830		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		n/a		
STRUCTURES				
Gross square footage	0	365,000	365,000	
Number of housing units	0	300	300	
Maximum height (in feet)	0	54	54	
TRANSPORTATION				
Vehicle trips per day	0	1932 AWDT	1932 AWDT	
Parking spaces	0	528	528	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	0	53,900 gpd	53,900 gpd	
GPD water withdrawal	0	0	0	
GPD wastewater generation/treatment	0	53,900 gpd (based on 110 gpd/bedroom)	53,900 gpd	
Length of water/sewer mains (in miles)	0	0.31 miles (all on-site)	0.31 miles	

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

- Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

- Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

A. Description

Jefferson at Dedham is a proposed transit-oriented housing development of 300 rental apartment units in three 4-story buildings on an 11.65 acre site between Enterprise Drive and Rustcraft Road. The rental apartment community will include 75 affordable units (of a total of 300) distributed through the project and priced for moderate income residents, helping to fulfill a critical demand for housing in Dedham.

Access to the site is via Enterprise Drive, which connects to Providence Highway (a state highway formerly designated as Route 1). All but 12 of the proposed 528 parking spaces would have access to the site via Enterprise Drive; 12 spaces, primarily serving the apartment leasing office, would be located on Rustcraft Road. Except for gated emergency access, there will be no connection from the main parking lots or Enterprise Drive to Rustcraft Road.

The site is a vacant, former concrete pipe manufacturing site in a developed commercial area near Providence Highway. The site is situated directly across Rustcraft Road from the MBTA Dedham Corporate Center commuter rail station; however, access from this side of the tracks is currently prevented by a fence.

The project proponent, JPI, is a nationally-known developer of high quality rental apartment communities, with completed projects in North Andover and Salem and a project under construction in Marlborough.

B. Alternatives

Because the proponent has control of only the proposed site, off-site alternatives are not feasible. A previous proposal by others would have used the site for a 150,000 s.f. office building but did not go forward owing to market conditions; the office proposal would have resulted in more traffic impact than the residential proposal addressed in this ENF. The proponent has been coordinating with the Town of Dedham through the Chapter 40B Comprehensive Permit process since 2001 and with the Dedham Conservation Commission, Planning Department, and Public Works Department. The project size of 300 units best addresses the housing market, need for affordable units, and local concerns. A number of building placements and alignments have been investigated, resulting in the proposed plan, which best addresses the Town's concerns.

Filling of approximately 2,785 square feet of wetland is necessary to provide access to the site from Enterprise Drive along a ridge of high ground which has been used for access in the past. No alternative to provide site access is available which would completely avoid this wetland impact without directing all traffic to Rustcraft Road, which is not acceptable to the Town. However, refinements in the design have reduced the total amount

of wetland alteration by using vertical retaining walls to reduce the driveway's footprint and using a short bridge section to pass over the area where two wetland areas currently connect.

C. Mitigation

Owing to the configuration of the site, some alteration of bordering vegetated wetland on either side of a ridge of upland is necessary to provide access from Enterprise Drive, the primary site entrance. The areas affected are narrow strips on either side of the driveway near its connection with Enterprise Drive, as well as an area to be spanned by a short bridge section of the driveway. The total area permanently altered totals 2,785 square feet of fill, plus approximately 1,045 square feet which will be spanned by the bridge section; an additional area of 820 square feet will be temporarily affected during construction and then restored. (There is no alteration of the portion of the nearby wetland east of the site which is under a Wetland Restriction Order.) The proponent proposes to provide a wetland replacement area of 8,763 square feet extending an existing off-site wetland into adjacent upland on the site. This area will be located and designed to comply with the criteria for wetland replacement areas in 310 CMR 10.55 (4)(b). Construction methods will minimize impacts on the wetlands.

The proposed development will generate approximately 1,932 average weekday vehicle trips and 2,099 average Saturday trips. Over ninety percent of peak period trips will use Enterprise Drive, a private way shared by commercial uses, to reach Providence Highway. (Separate from local permitting of the proposed housing, the town has been considering acceptance of Enterprise Drive, which serves a number of existing commercial uses, as a public way.) The remaining trips are due to the apartment leasing office on Rustcraft Road.

A Traffic Impact Report (attached) was prepared by the engineering firm Coler & Colantonio, Inc. to support the proponent's Comprehensive Permit application, and it was reviewed and approved by the Town's traffic consultant. The traffic study found that the addition of traffic from the project to the surrounding roadway network would cause only minor impacts to the four intersections on Providence Highway which would be affected, and that these impacts can be fully offset by adjustments to signal timing. The proponent proposes to make these signal timing modifications at the Elm Street and Enterprise Drive intersections with Providence Highway, in coordination with the town and MassHighway. The result would be an improvement in Level of Service at Elm Street and no reduction in LOS at the Enterprise Drive, Dedham Plaza, and Eastern Avenue intersections with Providence Highway. As requested by the Town in response to neighborhood concerns, the proponent also studied the effect on Rustcraft Road and East Street if all of the project's Boston-bound traffic were assumed to use Rustcraft Road and other residential streets to reach Providence Highway; for this hypothetical condition the study found no change in Level of Service at the intersections of interest.

While not necessary for traffic mitigation, the proponent also plans to provide, as a convenience to residents, a shuttle service from the development to the Dedham Corporate Center MBTA Station during commuting hours to address the current lack of direct pedestrian access from Rustcraft Road to the station. Independent of the proposed development, the Town is discussing the possibility of providing walk-in access to the station from Rustcraft Road; although the outcome of these discussions cannot be foreseen, the proponent is willing to participate in the improvement of pedestrian access to the station, should that decision be reached.

Sewage disposal will be to the municipal sewer in Rustcraft Road. The proponent's engineering studies have concluded that the 12-inch sewer in Rustcraft Road has adequate design capacity to serve its catchment area with the addition of Title V flows from the proposed development, the sewer receives a large volume of infiltration and inflow. The developer has coordinated with the town on this matter and proposes to make a substantial contribution in addition to permit fees toward the replacement of this sewer to address infiltration/inflow.

Water supply for the project will be from the municipal system. Dedham's water service is provided by the Dedham-Westwood Water District, which has adequate overall capacity but has experienced summertime water deficits in recent years. Projected water use by the project (using Title V standards) is approximately 0.74% of the system's safe yield of 7.42 mgd. The proponent will employ water-conserving fixtures and appliances, utilize drought-resistant plantings, use roof runoff stored in underground cisterns for site irrigation, and make a cash contribution to the water district's water conservation incentive program, (see attached letter).